

Rising Winds, Marine Surveying & Consulting

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***CONDITION AND VALUATION
SURVEY REPORT***

F/V NINE

***ALASKA DEPARTMENT OF
FISH & GAME #: 67885***

KENAI, ALASKA

PRIVATE AND CONFIDENTIAL

Date of Survey: September 24, 1999

Report Number: 99CV-1044

INTRODUCTION

On September 24, 1999, I the undersigned surveyor, acted at the request of Mr. Ron Antaya (the vessel custodian), by attending and conducting a Condition and Valuation Survey of the F/V NINE in Kenai, Alaska.

The purpose for this survey is for acquisition of insurance and potential financial requirements.

I was accompanied on the survey by Mr. Ron Antaya, the vessel custodian, Special Agent National Marine Fisheries Service (NMFS).

DESCRIPTION OF VESSEL

Date of Survey: September 24, 1999	Location: Kenai, Alaska
Attending Survey: Ron Antaya, vessel custodian (Special Agent National Marine Fisheries Service)	Conditions: Vessel was hauled at the time of survey in Cook Inlet Processing Yard
Vessel: NINE	Official#: n/a
Gross Tons: n/a	Net Tons: n/a
AK Reg.#: n/a	Hull ID#: n/a
ADF&G#: 67885	Accommodations: 6-in deckhouse below helm level.
L.O.A.: 51.0'	Reg. Length: n/a
Beam: 14' 11" top of bulwark - 13' 9" inside at deck midship	Depth: Estimated at 55"
	Draft: 21" forward; 26" aft (not including outboards)
Year/Location Built: 1990 original vessel 32', lengthened 1997 to 51' by Lloyd Collins (reported), Kenai, Alaska.	Manufacturer: Custom owner built 32' by Kenneth Slater
Service: Combination commercial fishing vessel, long line & salmon tender	Area: Near coastal
Vessel Classed: The vessel is not registered with a Classification Society and has no Load Line Certificate or number.	Cert/Documents: Not found onboard
	Stability Test: Not sighted

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Reported Owner: Lloyd Collins
50550 Green Forest Dr.
Kenai, AK 99611

Custodian: National Marine Fisheries Service
Box 21767
Juneau, AK 99802

Contact#: (907) 283-9353

Contact#: (907) 586-7225

Last Survey: Unknown

Type: Unknown

Last Dry Dock/Reason: Now for vessel arrest.

HULL ABOVE THE WATERLINE

Hull General Condition: Hull shows moderate to heavy wear and tear conditions overall. Various insets, scrapes and grounding damage is evident.

Coatings: Vessel is natural aluminum and un-coated.

Shell Plate: Aluminum Plate, Thickness & Condition:

3/16" aluminum plate side shell; 1/4" aluminum plate bottom (reported); 1/8" aluminum plate deck with 5/16" aluminum plate used for welded wear deck.

Note: All hull and deck dimensions are estimated.

Through Hull(s) Fittings: **Nylon Aluminum Unprotected**
No valves noted on through hulls

Freeing Ports: 24 total - 9 each to port and starboard sides 10" x 1 1/4" rectangle port in bottom of bulwark; (3) 2" round in stern; (2) 2" round in starboard side bow; (1) 2" round in port side bow.

Deck/Wear Deck: All aluminum plate on all decks - no nonskid coatings or applications noted on deck.

Guards: 2" x 3" x 3/16" (2) longitudinal runs side shell hull stiffener; 3" aluminum pipe top cap on bulwarks.

Bulwarks: 3/16" aluminum plate; 42" high midship with hull vertical stiffener and 2 1/2" x 1 1/4" rectangle vertical tubular support frames on 16" center.

Fendering: Polyform buoys secured as needed for hull protection.

Mooring: (3) 4" x 10 1/2" high single post bitts atop forward deck; (2) 4" diameter x 10 1/2" single post bitts port and starboard midship; (1) 1 1/4" x 11" bow towing padeye; (1) 5" diameter x 16" high single post centerline stern towing bitt.

HULL BELOW THE WATERLINE

Hull General Condition: Hull shows moderate to heavy wear conditions overall. Upsets and depressions in deck plates between frames. There appears to be loose internal scantlings in the forepeak below deck. Stress cracks and fractures on welds are noted on the longitudinal hull stiffeners on the bottom of the vessel.

Anti-fouling Protection: No, light marine growth noted on bare aluminum hull.

Scantlings:

7 longitudinal U shaped channel hull stiffeners, 2" x 3" x 3/16" aluminum with 1 1/2" x 3/8" aluminum flat bar wear bars on forward and aft section. 4 vertical transom stiffeners, 2" x 3" x 3/16" aluminum with 1 1/2" x 3/8" aluminum flat bar wear bars on forward and aft section., 2 each port and starboard side longitudinal hull side shell stiffeners, 2 1/2" x 1 1/4" longitudinal upper forepeak deck frames on 16" centers, 2" x 3" vertical channel type side shell stiffeners on 17" center with horizontal 3 1/2" x 1 1/4" web bracing on 14" centers 2 1/2" x 1 1/4" rectangular tubing on assorted centers for deckhouse sole supports and frames, 1/8" main deck with various areas double decked with 1/4" plate on main deck., 2" x 3" aluminum channel, transverse hull stiffeners on 16" centers, 2" x 3" aluminum channel, longitudinal main deck frames (deck stiffeners) on 16" centers

Shaft/Propeller(s): Outboard engines attached to transom (not on vessel)

Shaft/Rudder(s): Outboard drive (not on vessel)

Zinc(s): No zincs were noted on the hull.

PROPULSION / STEERING

Fuel Consumption: Unknown

Vessel Speed: n/a

Main Engine(s): 2 Yamaha 225 hp outboards were used for main propulsion. Not onboard at the time of survey.

Horsepower: 225 each, 450 total

Engine Vent: Outboard engines (not installed)

Engine Exhaust: Outboard engines (not installed)

Engine Monitor Gauges: Stored in box in forepeak. Operational condition is unknown.

Engine Room Fire Protection: Not required with outboard engine.

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Main Engine Start: 12V DC start (reported). No batteries on vessel at the time of survey.

Engine Hours: Not available - engines were missing at the time of survey.

Engine Bed: All steel construction. 3½" x 11" x ¾" channel iron. 8 total (4 sets of articulating 1" steel padeyes, 4 on hull, 4 on transom with 1" stainless steel pins - 14 total); 2 lever type horizontal lifting davit assemblies with (2) ¾" galvanized turnbuckles and both with ½" black iron safety chains.

Condition Noted: The entire assembly is noted with rust and scale un-coated and is operated manually with mechanical turnbuckles.

Cooling: Outboard motors - raw water cooled

Aux. Engine(s):

#1: Isuzu, 4 cylinder, 20 kW (estimated), 110V AC single phase, Model n/a, S/N n/a.

Aux. Start: 12V DC start

Coolant level and oil level were noted at operating levels. Oil was noted dirty and appears due for maintenance. Coolant was drained from radiator and engine at the time of inspection by vessel custodian.

Steering Line(s): High pressure plastic hydraulic lines were disconnected at time of survey.

Steering Stations/Location: 1 starboard side helm (disconnected)

Fuel Filters: 3 separate remote mount (back of deckhouse) fuel filters. All appear to be nonoperational.

Fuel Shutoffs: At filters. NAPA remote mount filters on back of deckhouse.

Last Rebuild: Unknown - operational condition of outboards is unknown.

Fuel Lines: Neoprene rubber, not US Coast Guard Type 1 or A.

Aux. Eng Hrs:

#1: 7809.55 on Hobbs meter in forepeak

Aux. Cooling: Radiator cooled dual 110V AC fans

Steering System(s): TeleFlex hydraulic manual steering is disconnected. No steering ram or steering equipment for outboards was noted onboard.

Controls: Dual Yamaha single lever outboard motor control (disconnected & stowed in forepeak.)

CAPACITIES & INFORMATION

Capacities and Consumption Rates are Approximate

Fuel Capacity: Estimated 150 gallons forward generator-1 aluminum non-integral tank, 12" wide x 80" wide x 36" high. Main port and starboard below deck fuel tank for outboards. Capacity unknown, not inspected or sighted.

Fuel Fill Type: (Forepeak) short coupling atop tank main fuel; stand pipe with threaded plug and goose neck vents (no flame screen) See recommendation.

Waste Oil Capacity: 5 gallon portable containers

Fuel Vents: Rubber & plastic hose vents to interior forepeak.

Hydraulic Capacity: 20" x 24" x 28" (capacity unknown) Estimated 58 gallons.

Lubrication Capacity: 5 gallon portable containers

Water Capacity: 45" wide x 37" long x 48" high (capacity unknown) Estimated 345 gallons

MSD Tank Capacity: Not sighted. Direct overboard discharge. (See recommendation)

LOCATIONS

Fuel Tank(s): Forepeak centerline aft bulkhead; gasoline tanks port and starboard below deck forward of deckhouse (capacity unknown)

Hydraulic Tank(s): Forepeak aft below auxiliary generator deck mount aluminum tank

Lubrication Tank(s): Forepeak storage

Water Tank(s): Centerline forward deckhouse

Waste Oil: Forepeak storage

MSD Tank: Starboard aft corner of wheelhouse.

RIGGING/DECK & FISHING GEAR

Mast: 1 free standing aluminum mast removed from vessel at time of survey. **Booms:** No booms

Deck Gear: 1 Hydro Slave (bulkhead mount) long line hydraulic hauler with 14" steel shiv; (1) 14" deck mount steel shiv idler type wheel with galvanized 3 roller assembly rail roller; 1 aluminum long line harp aft port corner of main deck.

Below Deck Access: 4 in-line longitudinal centerline 3/16" aluminum plate, (3) 4' x 4' flush deck multi-screw hatches, and (1) 36" long x 4' wide for below deck access (main deck), not inspected. Note: The stainless steel hatch securing screws were missing on forward centerline hatch.

Plumbing: Aluminum pipe, wire reinforced hydraulic type hoses (neoprene hoses used for fuel line) and PVC plastic pipe for freshwater and blackwater system.

SAFETY/LIFESAVING EQUIPMENT

Engine Alarm Panel: None sighted

Bilge Alarm: None sighted

General Alarm: Not sighted

Tank Alarm: None sighted

Navigation Lights/Dayshapes: For vessel type. Port and starboard side running lights. Mast and mast lights removed from vessel.

Placards: No required placards were noted onboard at time of survey.

Fire/Smoke Alarm: None sighted

Eng. Rm. CO²/Halon: Not required, outboard engines.

Fire Extinguishers:

1 1½ lb Dry Chemical Size I Type B:C
1 10 lb Dry Chemical Size I Type B:C

Location:

Aft wheelhouse starboard side (not inspected)
Aft wheelhouse port side

Last inspected tag found indicated inspected August 29, 1995.

Flare Kit: Not sighted

EPIRB: Not sighted

Horn: Not sighted

Bell: Not sighted

Immersion Suit(s): Not sighted

Man Over Board Strobe: Not sighted

Life Raft(s): Viking, 6 man Solas A.
Raft expired 9/90
Hydro release expired 9/90

Life Ring(s): Not sighted

Raft has not been inspected or tagged since 9/1989 per raft ID tags.

Vapor Detector: None sighted **Recommend:** Install onboard a gasoline detector system with audio and visual alarm. See American Boat & Yacht Council (ABYC) manual A-14.

Medical / First Aid Supplies: None onboard.

Safety / Lifesaving Comments: The vessel has most of the required safety/lifesaving equipment removed. All equipment required by the US Coast Guard must be installed as required and proved operational prior to vessel operation.

ELECTRICAL

12V DC & 110V/220V 3-Phase AC Power Supply

AC/DC Panels: Main distribution panel is forward to starboard in forepeak. The wheelhouse panel is located lower deckhouse forward below main helm.

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Shore Power: n/a - 12V DC and 110V AC incandescent lighting in deckhouse and forepeak.

Wiring: Non marine and marine grade wiring noted throughout vessel (see recommendations)

Overload Protection: Circuit breaker type panel protection (lower starboard deckhouse)

Charging System: (1) 12V DC, 30 amp (estimated) alternator charging capacity on Isuzu auxiliary generator in forepeak. No 12V DC charging equipment was noted onboard the vessel at the time of survey.

Batteries: No batteries were found onboard the vessel at the time of survey. All electrical systems for 12V DC system were disconnected.

ELECTRONICS & NAVIGATION

12V Electronics Supply

Note: All electronics were removed from the vessel by the owner. The electronics were placed in boxes for storage by the vessel custodian. Operational condition is unknown.

Radios:

- 1 Uniden VHF (aft shelter deck), Model Pro 150XL, S/N n/a
- 1 Stephens SSB, Model Sea 222, S/N X12551E
- 1 Radio Shack VHF, Model TRC-483, S/N 000 4999
- 1 Uniden VHF, Model MC-535, S/N 55082617

Radar:

- 1 Si-tex 24 mile marine radar, Model T-170, S/N 3405418
- 1 Radar dome/antenna, S/N 1355418

Sounders/Plotters:

- 1 Apelco chart plotter with Cook Inlet/Prince William Sound, Model Chart Plotter 7000, S/N 0540048
- 1 Echotec video plotter with chart card capacity, Model CTM 950, S/N 107828
- 1 Icom color video sounder, Model FF-88, S/N 01568

Miscellaneous: 6-12V DC deck lights, antennas and various electronics equipment and hand tools for vessel maintenance; (1) 1500 watt sodium forward deck/work light

Compass: 1 bubble type helm compass stowed with engine gauges in a box in the forepeak.

FCC License: Not sighted

PUMPS

Bilge/Wash Down: 1 Rule aft bilge (in box to be removed from vessel)	Model: 3700
1 portable 110V AC submersible pump (forepeak)	
1 Jabsco 110V AC bilge pump to manifold valve system (port lower deckhouse)	Model: 5-5-ASP
	Model: 6050-0003
1 Rule general purpose deck washdown pump (forward starboard lower deckhouse)	
	Model: n/a
1 Jabsco, 12V DC freshwater pump (forward starboard lower deckhouse)	
	Model: 6360-1001

ANCHOR WINCH & GROUND TACKLE

Winches: None sighted; **Ground Tackle:** None sighted; **Anchor Rode:** None sighted

Anchors: None sighted. **Note:** Vessel must have adequate anchor gear for size and service installed prior to operations.

ADDITIONAL EQUIPMENT

(1) 30 lb Keg type long line anchor
1 portable 110V AC hanging wall mount heater in forepeak.

Galley:

1 Maytag, 4 burner, 110V AC electric cook top
1 State 50 gallon (estimated), 110V AC hot water heater
1 Double stainless steel sink

All aluminum counters in deckhouse. Operational condition of equipment is unknown.

GENERAL DESCRIPTION

The F/V NINE was reported custom built in 1990 by the previous owner, Kenneth Slater, in Kenai, Alaska. The vessel was originally built as a 32' commercial fishing vessel. In 1997 the vessel was lengthened to 51' by Lloyd Collins (owner at the time). Her ADF&G # 67885, Beam 14' 11", Depth 3.0' (estimated).

ACCESS & ARRANGEMENT

The F/V NINE is an all welded aluminum conventional style, house aft, flat bottom hull. The bow of the vessel is raked and slightly flared with sides that tip out from the single hard chine to a flat transom type stern aft. The vessel has an enclosed forepeak and 2nd aft enclosed long line hauling system and main deckhouse aft with crew quarters below the raised wheelhouse/galley area above.

Deckhouse:

The deckhouse sits furthest aft on the vessel with an open midship work deck and a two compartment forepeak. The first compartment is accessed through a centerline access with dual hinged doors with the opening that measure 74" high x 49" wide. There is no weather coaming and this allows access to the long line hauling station which is on centerline forward and to starboard. The starboard side of the area is open and is the long line hauling station. The port side has an angled aluminum aft corner table with white ½" thick PVC covering the top and is used for a baiting and/or cleaning table. There is 12V DC lighting throughout and a single Uniden VHF, Model Pro 510XL in the aft port side inboard corner of the shelter deck.

Forepeak:

The forepeak of the vessel is accessed via an aluminum swinging door on the port side, and is located in the bulkhead between the shelter deck area and the forward forepeak. This opening measures 36" wide x 53½" high and has a 20" high weather coaming access. The doors to the shelter deck and the forepeak are lever type latches and have no gaskets or weather dogs to prevent ingress of water. The forepeak of the vessel contains the Isuzu, 4 cylinder generator with an estimated 20 kW, 110V AC, single phase, 60 Hz, 1800 hp generator. The generator is self contained, radiator cooled by 2-110V AC fans attached to the radiator, which is just to port of centerline. The main diesel fuel tank for the generator is from centerline to starboard and is attached to the aft bulkhead of the forepeak. The main generator control panel contains a water temperature gauge, oil pressure gauge, volt meter, and hour meter for the engine monitoring gauges, Hz meter, AC volts and an AC amps meter for the generator monitoring gauges. There are dual 100 amp breakers for the main generator disconnect and 30 amp main service breakers also located on the starboard aft corner.

The forepeak has a raised forward aluminum bow shelf with 12V DC and 110V AC lighting throughout, operational condition is unknown. The foredeck in the forepeak is inset between the longitudinal frames and the hull stiffeners that are used for main deck frame supports. The forepeak side shell is stiffened with vertical 2" x 3" x 3/16" hull stiffeners with longitudinal web frames of 2½" x 1¼" rectangular aluminum tubing laid between. The overhead deck of the forepeak is framed with transverse approximately 16" on center rectangular 2½" x 1¼" tubing and longitudinal web frames to port, starboard and forward sides.

The below deck spaces of the hull are accessed via centerline hatches. There are 4 total, 3 of which measure approximately 4' x 4' and the forward most hatch is 36" long x 4' wide.

The main deck has rectangular freeing ports, 9 each to port and starboard sides which measure approximately 1¼" high x 10" long.

Main Cabin:

The main cabin is accessed via centerline aluminum hinged door which is 74½" high x 20½" wide. There is no handle for the door and the sealing gasket on the bottom has been

removed from the approximately 17" high access coaming. There is a single aluminum step on centerline which allows access to the main wheelhouse. The door has a safety glass type window with rubber gasket on the top half of the door.

Wheelhouse:

Accessing the split level wheelhouse you step atop the vessel's water tank which sets forward and just to port of centerline. There is an aluminum ladder aft of the water tank which allows access to the lower berthing quarters of the vessel or the upper wheelhouse deck of the vessel. The wheelhouse is laid out with a dual level deck with the upper level having the main helm starboard and forward with a head directly aft of the main helm. There are L shaped aluminum counters with a stainless steel sink on centerline and the 4 burner cook top to port. The wheelhouse has Arctic foam insulation board insert between the frames with sprayed foam in the areas of the gaps and around the port and starboard window. The forward part of the wheelhouse is unprotected by foam and is bare aluminum. The entire wheelhouse and lower level crew quarters of the vessel is also unfinished with bare foam and aluminum scantling visible on all the walls and ceilings.

Crew's Quarters:

The lower deck of the wheelhouse or deckhouse is accessed via the same centerline ladder with aluminum star plate nonskid treads to the lower deck. To port, starboard and aft are stacked berths, 2 each making a total of 6 berths (4 longitudinal and 2 thwart ship).

The vessel's bilge pumping system is to port and forward on the lower level, and the deck pump and freshwater pump are starboard and forward below in the lower level. These pump systems and manifolds are located beneath the main deck shelf and extend aft into the lower wheelhouse configuration. There are 2 remaining lube oil injection reservoirs for the outboards on the starboard side of the vessel. The main helm of the vessel, all engine controls, and various electronics and wiring systems have been disconnected and removed from the vessel at the time of survey.

At the time of survey the vessel appears to have much of the equipment removed, has no outboard main engines, no steering rams, or operational steering, no electronics and the vessel's electrical system operational condition is unknown. At the time of survey the vessel was relatively clean and orderly.

SURVEYOR'S COMMENTS

The hull below the water line, through hull fittings and related equipment were inspected. The vessel was hauled and blocked at the time of survey.

The F/V NINE appears to be of good design, material and workmanship. Except where noted, it appears to be in satisfactory condition and suitable for her intended use as a commercial fishing vessel in her area of operation. At all times the captain and crew are to provide for and use prudent seamanship and good judgement. In addition, the list of recommendations are to be addressed in a timely manner.

F/V NINE
RECOMMENDATIONS LIST

1. The 1¼" hull drain plug (starboard aft corner of transom) was **REMOVED AND REMAINS OUT** to allow water to drain from the bilge. **Recommend:** Replace prior to launching.
2. Install onboard and prove operational a CO and gasoline fume detection/alarm system. Install to manufacturers required installation instructions and American Boat and Yacht Council (ABYC) standards, Section A-9.
3. Forward generator exhaust is unprotected. **Recommend:** Wrap exhaust with protective covering as required by USCG, 46 CFR, Part 28.215.
4. The top cap rail (2½" aluminum pipe) is noted cracked just forward of the wheelhouse. **Recommend:** Grind out and repair as needed. Use good marine repair practice and materials. Add additional gusset stiffeners to prevent further stress cracks.
5. Install all required placards as required by the US Coast Guard, 33 CFR part 151,155.
6. Obtain current FCC radio license and post onboard the vessel.
7. Affix Official Number to a permanent location on the vessel's hull. The Official Numbers must be clearly marked on an external structure of the hull (i.e., main beams). The numbers must be permanently mounted in 3" block letters.
8. Have life raft inspected by factory approved service facility, per CFR 46 Part 28.120.
9. Replace expired flare kit with a current dated one, per CFR 46 Part 28.145.
10. Install belt guards over the forward belts on the main engine, per CFR 46 Part 28.215.
11. Install onboard adequate anchor, ground tackle and anchor gear for vessel size and service.. Mouse or secure all shackles on anchor gear. Use stainless steel wire in multiple loops, weld spots, hammer peening or mushrooming of threads to prevent shackle piece from backing out.

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12. Repair or remove all domestic type non-marine grade wiring, loose wiring and wiring ends noted throughout the vessel. Wire vessel to marine standards, use marine quality, multi-strand copper conductor wiring.
13. Install light bulb covers over exposed bulbs noted throughout the vessel.
14. Install onboard immersion suits and/or PFD's. They need to be inspected and made to current requirements for uninspected commercial fishing vessels before sailing. Update the suits to Coast Guard Regulations with reflector tape, water lights, whistles and all Coast Guard required items.
15. Install Category I - 406 MHz EPIRB, per CFR 46 Part 28.150; Part 25.26 if vessel is operated beyond 3 mile territorial sea line.
16. Install and/or replace all exhaust wrap type lagging on auxiliary generator engine in the forepeak.
17. Install onboard and have all hand held extinguishers serviced and tagged, per CFR 46 Part 28.160 and CFR 46 Part 25.30-10.
18. Have vessel meet all Marpol V and Commercial Fishing Industry Vessel Safety Regulations, effective September 15, 1991.
19. Install flame screens on all fuel tank vents, corrosion resistant wire with minimum size of 30 x 30 mesh.
20. The toilet, Marine Sanitation Device (MSD), is direct discharge overboard. All vessels with installed toilet facilities must have a US Coast Guard certified Marine Sanitation Device (MSD) or a holding tank. If a "y" valve is used with a holding tank, it must be secured to direct the flow into the holding tank while the vessel operates on U.S. navigable waters.

The telephone number for the Fishing Vessel Safety Coordinator is 1-800-478-7369. Use this number for any questions you may have in regards to your vessel's compliance with the Safety Regulations and Marpol V Regulations per U.S.C.G. (Juneau headquarters number is (907) 463-2212, MSO Anchorage (907) 271-6724)

CONDITIONS NOTED

1. THE 1 ¼" HULL DRAIN PLUG (STARBOARD CORNER OF TRANSOM) WAS REMOVED AND REMAINS OUT TO ALLOW WATER TO DRAIN.
RECOMMEND: REPLACE PRIOR TO LAUNCHING.

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2. It appears the vessel was being stripped of all the equipment, electronics, safety gear and vessel systems items prior to the survey conducted by the undersigned on 9/24/99.
3. Port side aft of deck there is a split in the top cap rail. Heavy insets to hull sheer and deck at forward wheelhouse is noted.
4. 19' 9" midship hull extension (1996) total Length Overall is now reported to be 51.0'.
5. Deckhouse has foam panel Arctic insulation inserts between web framing in deckhouse and partially noted in forward forepeak.
6. Interior of deckhouse is unfinished. Press chip board floor (sole) boards.
7. Dissimilar metals are noted on stand pipes, through hull fittings, hoses and system piping throughout the vessel. **Recommend:** Remove all dissimilar metal and replace with compatible fittings to prevent corrosion, contamination of fluid systems and/or electrolysis action.
8. Top of wheelhouse, main deck, wheelhouse deck and forepeak deck all have areas of (oil canning) due to construction procedures and/or cracked or broken welds. **Recommend:** Repair as needed to prevent stress or flex cracking and/or additional welds.
9. The port side sounder transducer shows recent grounding damage and is noted shifted and dented on forward housing. **Recommend:** Remove, reseal and prove operational.
10. The vessel is due for annual repairs and general maintenance throughout.
11. Consider installation of a USCG Certified Type 2 or 3 Marine Sanitation Device (MSD). All vessels with installed toilet facilities must have an operable (MSD) onboard, 33 CFR, part 159 and part 159.7.
12. The fee for services rendered is not based on the subsequent value of the vessel.
13. A mechanical survey was not requested or was it conducted.
14. No ultra sound or electronic audio gauging was performed during the survey and it was not requested by the custodian of the vessel.
15. Consider installation of a Helm Alert Watch Alarm System. Many of these devices can be interfaced with the vessel auto pilot or main engine oil pressure switch for an additional safety feature.

ESTIMATED VALUE

After completion of this survey, review of my notes, and consultation of various reference materials, I discussed the particulars of the subject vessel with two brokers, who are actively marketing vessels of similar size and condition. I was able to obtain two verbal opinions regarding the estimated value. In my opinion, the value of the this vessel, including all gear and standard equipment is:

REPLACEMENT COSTS: \$ 180,000.00 With engines, electronics and vessel systems operational.

New construction using shipyard materials and workmanship.

FAIR MARKET VALUE:\$ 75,000.00 "as is" and \$ 110,000.00 - \$ 130,000.00 estimated Fair Market Value with engines, electronics, steering and all vessel systems operational. Having complied with the recommendations and all vessel systems and equipment are operational.

COMPARABLE SALES: 1980 50 x 16 Twin diesel inboard \$ 140,000.00
1989 44 x 13.5 Twin diesel inboard \$ 110,000.00
1980 46 x 14 Twin diesel inboard \$ 79,000.00 (poor condition)

GENERAL CONDITIONS

The purpose of this report is to provide an unbiased judgement of the vessel and equipment considering it's intended use. This report is based on a visual examination of the vessel, and a conscientious effort was made to inspect the entire vessel. An incline experiment, stability study or analysis was not performed in conjunction with this Condition and Valuation Survey. An ultrasonic test procedure was not requested, nor was it conducted, in conjunction with this Condition and Valuation Report. The report is not a warranty/guarantee of performance or condition regarding the vessel or machinery.

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The attending surveyor and this office do not express an opinion relative to the stability of this vessel. Acceptance of this report (and/or its use for any purpose) shall serve as acknowledgment of, and agreement with, these terms and conditions.

This report is solely my opinion based on what I observed. Undiscovered defects may exist and are not covered by this survey without opening or removing panels, sheathing, joint work, fittings, tanks, and/or disassembling machinery or other parts of the vessel.

This report is issued without prejudice and is for whom it may concern.

Capt. David B. Hamaker, CMS
National Association of Marine Surveyors (NAMS)

Enclosures 36 Color Photographs Showing the Condition of the Vessel at the Time of Survey

DBH/tjf

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